

FAR/JAR 25.1423 Public Address System

(FINAL REPORT)

A. FAR 25.1423 (b)

1. **What is the underlying safety issue addressed by FAR/JAR?**
Assures system's operational availability within specified time for passenger announcements in the event of an emergency situation.
2. **What are current FAR and JAR standards?**
FAR 25.1423 (b):
Be capable of operation within 10 seconds by a flight attendant at those stations in the passenger compartment from which the system is accessible.

JAR 25.1423 (b):
The system must be capable of operation within 3 seconds from the time a microphone is removed from its stowage by a flight attendant at those stations in the passenger compartment from which its use is accessible.
3. **What are the differences in the standards?**
The JAR requirement is very specific in that the system must be operational within 3 seconds from the time the flight attendant removes the microphone from its stowage position. The FAR specifies that the system must be operational within 10 seconds. The FAR requirement does not specify the start of the 10-second time period.
4. **What, if any, are the differences in required means of compliance?**
Demonstration wise there is no difference. However, for a system to be approved under the JAR requirements it must operate within the 3 seconds from the time the microphone is removed from its stowed position. Conversely, the system can be approved under the FAR requirements if it is operational within 10 seconds by a flight attendant at those stations in the passenger compartment from which its use is accessible. Currently, the technology, which is used in the amplifiers for the public address system, is compliant with the 3 seconds delay requirement. The old vacuum tube technology needed heating and by consequence more time to operate. From now on, the 3 seconds delay is acceptable.
5. **What is the proposed action?**
The JAR requirement is more stringent, therefore, envelop on the JAR.
6. **What should the harmonized standard be?**
The system must be capable of operation within 3 seconds from the time a microphone is removed from its stowage by a flight attendant at those stations in the passenger compartment from which its use is accessible.
7. **How does this proposed standard address the underlying safety issue (identified in #1)?**

Same as Item #1 above.

8. **Relative to current FAR, does the proposed standard increase, decrease, or maintain the same level of safety?**
The proposed standard maintains the level of safety. Clarifies the requirement.
9. **Relative to current industry practice, does the proposed standard increase, decrease, or maintains the same level of safety?**
For the systems that are designed to meet both the FAR/JAR requirements, the safety level remains the same. For the systems that were designed only to meet the FAR requirement, the safety level may be increased.
10. **What other options have been considered and why were they not selected?**
None.
11. **Who would be affected by the proposed change?**
Potentially some equipment manufacturers may be affected. For new equipment it is not a problem. Similar requirements exist in the FAR 121.318 and may need to be examined.
12. **To ensure harmonization, what current advisory material (e.g., ACJ, AMJ, AC, policy letters) need to be included in the rule text or preamble?**
None.
13. **Is existing FAA advisory material adequate?**
Not applicable
14. **If not, what advisory material should be adopted?**
Not applicable
15. **How does the proposed standard affect the current ICAO standard?**
The AVHWG is not aware of any existing ICAO standards.
16. **How does the proposed standard affect other HWG's?**
No effect.
17. **What is the cost impact of complying with the proposed standard?**
None.
18. **Does the HWG want to review the draft NPRM at "Phase 4" prior to publication in the Federal Register?**
No.

19. **In light of the information provided in this report, does the HWG consider that the “fast Track” process is appropriate for this rulemaking project, or is the project too complex or controversial for the “Fast Track” process?**

The project can be worked under the “Fast Track” process.